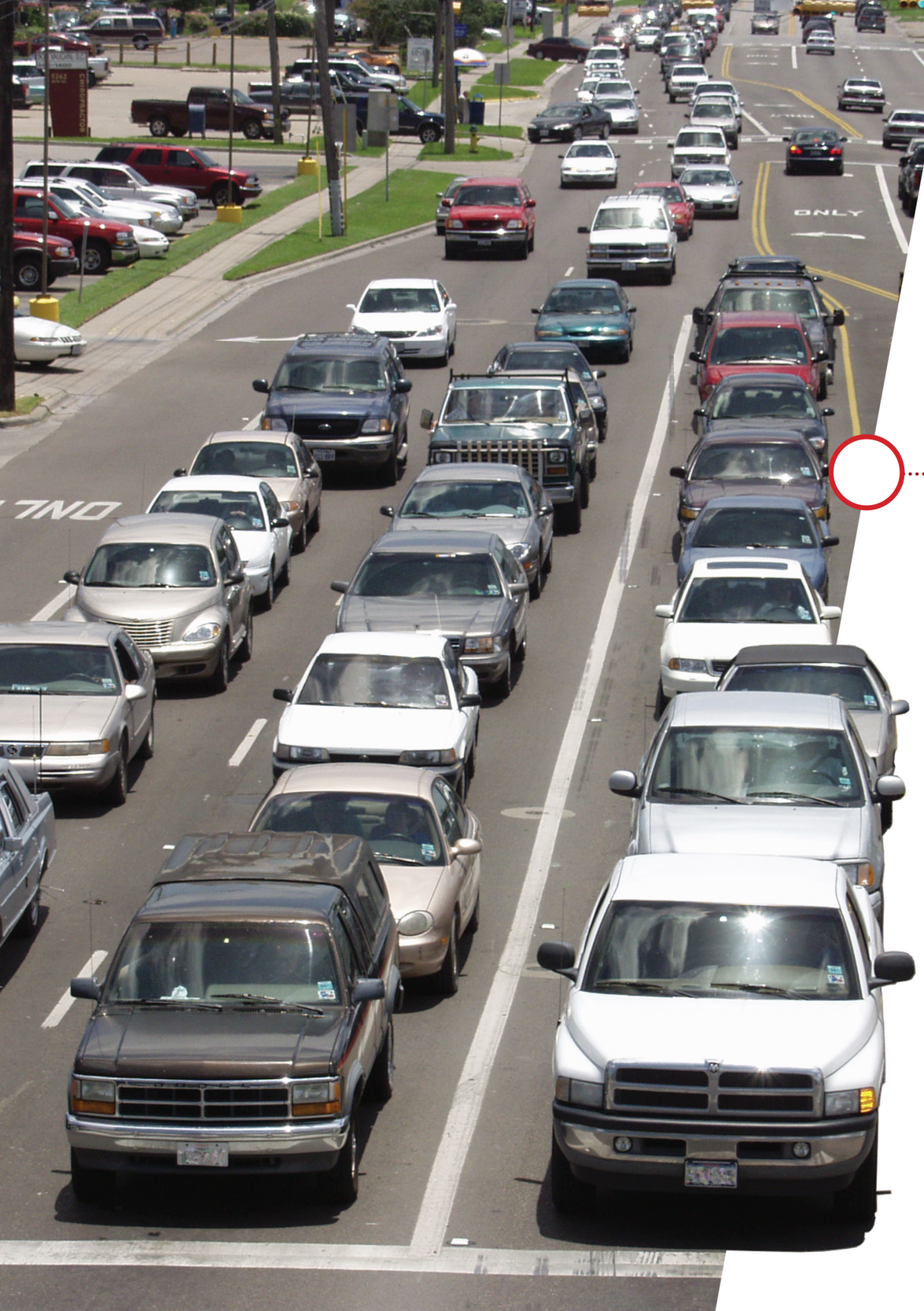


CHAPTER 3

GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), the public transportation service provider (CCRTA), and the Texas Department of Transportation (TxDOT) are required to develop performance-based plans and processes which align with federal and state transportation goals. Monitoring the performance of the transportation system – including the condition of physical assets and travel times on the network – is critical for transparency and accountability as required by federal regulations.

CORPUS CHRISTI MPO

METROPOLITAN PLANNING ORGANIZATION

CHAPTER 3

The planning framework guides the development of the regional transportation plan, articulating what the Corpus Christi MPO is trying to achieve through the regional transportation planning effort. It establishes the foundation for transportation decision-making, focuses data-gathering efforts, shapes project alternatives, and outlines how decision-makers select and implement policies and projects. The following components comprise the planning framework for the Corpus Christi MPO 2050 MTP:

- Federal Planning Factors
  - Performance-based Requirements
  - 10 Planning Factors
  - 7 National Goals
  - Title IV Policies
- 2050 MTP Vision, Goals, and Objectives
  - Regional
  - Transit
  - Freight
  - Resiliency
  - Active Transportation
- MPO Performance Measures

FEDERAL PLANNING FACTORS

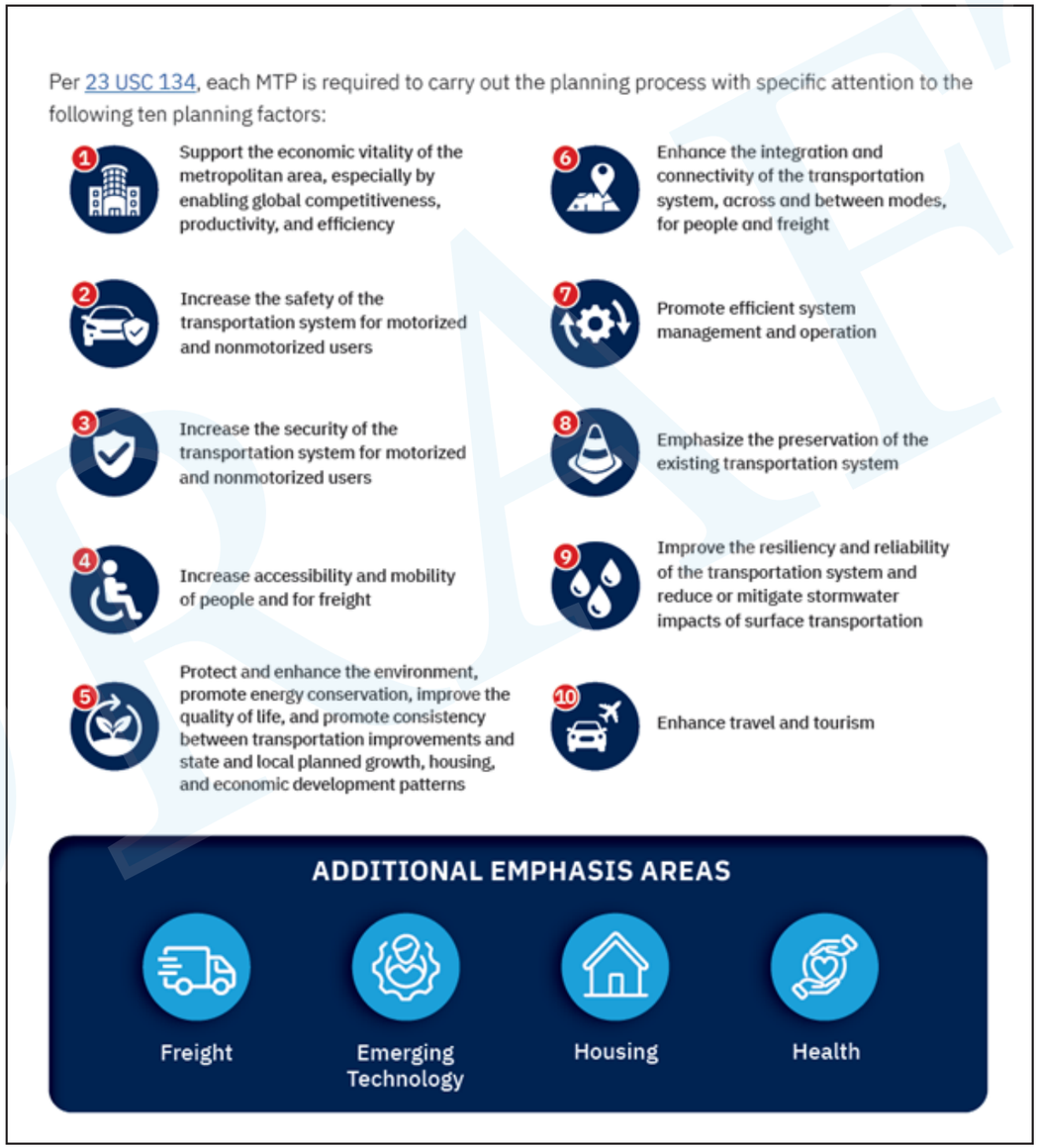
PERFORMANCE-BASED PLANNING REQUIREMENTS

The cornerstone of Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) is the transition to a performance and outcome-based program. The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), public transportation service provider (CCRTA), and the Texas Department of Transportation (TxDOT) are required to develop performance-based plans and processes which align with federal and state transportation goals and performance measures. Specific quantitative criteria published by the Secretary of Transportation measure whether these goals have been achieved. Monitoring the performance of the transportation system – including the condition of physical assets and travel times on the network – is critical for transparency and accountability as required by federal regulations.

Performance-based planning and programming refers to evaluating projects against performance targets and their ability to achieve desired performance outcomes for the multimodal transportation system. The objective is to ensure transportation investment decisions are made based on their ability to meet established goals.

While the concepts of performance management and performance measures are generally understood, deciding how to best allocate limited resources across various types of investments to provide acceptable transportation system performance poses a persistent and difficult challenge for most transportation agencies in the nation. In general, agencies struggle with technical challenges and data analytics, while elected leaders fear a "black box" approach to project prioritization, other institutional and historic factors may create some barriers to purely technical approaches to choosing which projects to fund.

Exhibit 3-1. Infographic of Federal Planning Factors and Additional Texas Emphasis Areas



Source: Texas MPO Planning and Programming Handbook, Chapter 5: Metropolitan Transportation Plan, p.6. TxDOT, January 2026.

FEDERAL (IIJA) PLANNING FACTORS AND ADDITIONAL TEXAS EMPHASIS AREAS:

NATIONAL GOALS:

1. Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. Maintain the highway infrastructure asset system in a state of good repair
3. Achieve a significant reduction in congestion on the National Highway System
4. Improve the efficiency of the surface transportation system
5. Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. Enhance the performance of the transportation system while protecting and enhancing the natural environment
7. Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods

TITLE VI POLICIES:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations;
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

2050 MTP VISION, GOALS, AND OBJECTIVES

In adopting the goals, objectives, and performance measures for the 2050 MTP, the Corpus Christi MPO, its member communities, and public transportation service providers reaffirm the need to invest in infrastructure, reduce delays, improve access to transportation modes other than Single Occupancy Vehicles (Non-SOV) transportation, and ensure projects are delivered in a timely manner. The Corpus Christi MPO uses a continuous cycle of target setting, project programming, and performance monitoring to link goals and measures from the 2050 MTP with specific investment decisions in the FY 2027-2030 Transportation Improvement Program (TIP). This process includes evaluating alternative investment programs and projects to assess the likely performance impacts of different strategies and funding scenarios.

Goals frame the outcome that is desired to guide future policy and project decisions. The identification of performance measures is used to evaluate the effectiveness of potential policies and projects in achieving the stated goals. The Corpus Christi MPO mirrors both TxDOT's and federally established goals as the basis for the Corpus Christi MPO's 2050 MTP regional goals.

A key overarching factor in the regional goals is new technologies' ability to enable a wider array of choices for locating the production, distribution, and consumption of goods and services. Ongoing shifts in regional, national, and global economies are also reconfiguring travel demands for workers and freight at an accelerating pace. The scale of these changes varies, but all points to a need to invest in new technologies and services to build a dynamic and diverse transportation system that is responsive to the needs of an increasingly global and high-tech economy.

The vision statement outlines the overarching aspirations and desired future outcomes upon which goals and objectives are built. It provides high-level guidance focusing on the pragmatic balance between aspirations and current realities. The vision sets the tone and direction for strategic initiatives, fostering alignment and clarity in organizational purposes. The Corpus Christi MPO vision, goals, objectives, and performance measures align with the Connecting Texas 2050 Statewide Long-Range Transportation Plan.

REGIONAL VISION

"Create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth."

REGIONAL GOALS AND OBJECTIVES

The 2050 MTP identifies six goals that set the foundation for meeting, supporting, and delivering on the Corpus Christi MPO's vision for transportation across the region, based on TxDOT's Connecting Texas 2050 plan. The six goals identify specific objectives to ensure a safe, efficient, and resilient transportation system. These goals and objectives guide organizational decision-making and provide overall direction to achieve the vision of a well-connected, multimodal, and future-focused transportation system.

1. **Safety:** Plan, build, and maintain a safe and secure transportation system for all users.
   - 1.1. Reduce the frequency of crashes and associated impacts for all modes.
   - 1.2. Eliminate fatalities and reduce serious injuries on the roadway system
   - 1.3. Improve safety for all users of the transportation systems, including Vulnerable Road Users (VRU).
   - 1.4. Strengthen the security of physical and digital transportation assets.
   - 1.5. Improve incident identification and response.
2. **Preservation:** Maintain and preserve transportation infrastructure and resources to achieve a state of good repair and mitigate asset deterioration.
   - 2.1. Preserve the integrity and longevity of pavement and bridges to maintain a state of good repair.
   - 2.2. Invest in multimodal assets preservation, maintenance, and replacement.
   - 2.3. Optimize transportation system management and operations (TSMO).
   - 2.4. Maintain transportation assets in the most cost-effective manner.
   - 2.5. Enhance resiliency to natural and human-made risks, both physical and digital.
3. **Mobility:** Address congestion by improving efficiency, resilience, and reliability.
   - 3.1. Mitigate Congestion and enable reliable travel times.
   - 3.2. Ensure the efficient movement of goods and support a resilient supply chain.
   - 3.3. Increase system redundancy.
4. **Connectivity:** Improve multimodal and intermodal connectivity at the local, regional, statewide, national, and international level.
   - 4.1. Increase statewide, regional, and local connections that are inclusive and accessible to all, including urban and rural connections.
   - 4.2. Increase modal options to enhance alternative transportation.
   - 4.3. Improve freight network connectivity, including intermodal connections; connectivity between urban and rural areas, and global markets; and access to freight facilities and markets.
   - 4.4. Modernize infrastructure to support the implementation of emerging transportation technologies.
5. **Economic Vitality:** Develop transportation systems that support the movement of people and goods to enhance quality of life and promote personal and statewide economic growth.
   - 5.1. Expand and modernize transportation assets to spur economic growth.
   - 5.2. Increase access to and support opportunities for jobs, services, and activity centers.
   - 5.3. Promote workforce training to support a growing economy and emerging industries.
   - 5.4. Ensure the region's multimodal transportation system is supportive of all users, including tourism and leisure travel.
   - 5.5. Align with key economic initiatives of the state of Texas.
6. **Stewardship:** Continue the responsible and efficient use of federal, state,

Exhibit 3-2. Table of Alignment of Corpus Christi MPO 2050 MTP Goals and Federal Planning Factors

Federal planning factors required by 23 CFR §450.206	Safety	Preservation	Mobility	Connectivity	Economic Vitality	Stewardship
Support the economic vitality of the United States, the states, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency	✓	✓	✓	✓	✓	✓
Increase the safety of the transportation system for motorized and nonmotorized users	✓	✓	✓	✓	✓	✓
Increase the security of the transportation system for motorized and nonmotorized users	✓	✓	✓	✓	✓	✓
Increase the accessibility and mobility of people and freight			✓	✓		✓
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns	✓	✓	✓	✓	✓	✓
Enhance the integration and connectivity of the transportation system, across and between modes throughout the state for people and freight			✓	✓	✓	
Promote efficient system management and operation		✓	✓	✓		✓
Emphasize the preservation of the existing transportation system	✓	✓			✓	✓
Improve the resiliency and reliability of the transportation systems and reduce or mitigate stormwater impacts of surface transportation	✓	✓	✓	✓	✓	✓
Enhance travel and tourism			✓	✓	✓	

Source: Connecting Texas 2050 Statewide Long-Range Transportation Plan; p.19. TxDOT; July 30, 2024.

and local fiscal and natural resources.
6.1. Identify and maintain sustainable funding.
6.2. Avoid, minimize, and/or mitigate adverse and/or disproportional impacts to cultural, natural, and historic resources.
6.3. Protect vulnerable populations from adverse health risks resulting from air pollution from transportation systems.
6.4. Strategically allocate transportation spending across diverse modes, geographies, and social demographics.
6.5. Deliver programs and projects efficiently and responsively.

TRANSIT VISION, GOALS, AND OBJECTIVES

Transit systems provide riders with opportunities to connect to jobs, healthcare, recreational activities, educational opportunities, and other essential services. Transit helps fuel the economy by spurring economic activity, connecting businesses to qualified workers, and giving residents a safe, low-cost travel option in response to their mobility needs. The Corpus Christi MPO transit vision, goals, and objectives follow those outlined in the Texas Statewide Multimodal Transit Plan 2050.

TRANSIT VISION

"A safe, universally accessible, and integrated network of transit mobility options that connects people seamlessly, both locally and across the state, supporting an improved quality of life and a resilient and vibrant economy."

TRANSIT GOALS AND OBJECTIVES

1. **Safety and Security:** Maintain a transit network that is safe and secure, strives towards zero fatalities, and fosters a culture of transportation safety and security in Texas.
   1.1. Incorporate safety and security in transit design and operations.
   1.2. Accommodate all users, including transit employees, in safe design.
   1.3. Enhance system security.
   1.4. Plan for emergencies and disasters.
2. **Asset Preservation:** Maintain and preserve a resilient and high-quality transit system that is financially stable and operates in a state of good repair (SOGR) to meet community needs.
   2.1. Leverage technology for best use of assets.
   2.2. Create a proactive environment for asset management and SOGR.
   2.3. Assist transit operators with sustainable funding opportunities to enable long term asset planning.
3. **Mobility:** Support an integrated transportation system that efficiently and effectively enhances access to work, school, essential services, and recreational activities.
   3.1. Provide high quality transit service.
   3.2. Enhance availability of appropriate mobility options.
   3.3. Ensure universal access.
   3.4. Provide a statewide minimum level of service for transit.
4. **Connectivity:** Provide local and interregional connectivity for everyone that is coordinated, affordable, accessible, reliable, and easy to use.
   4.1. Establish higher capacity and quality service connections between regional centers
   4.2. Tie minimum levels of service to connectivity.
   4.3. Align investment with transit supportive land use.
   4.4. Provide intermodal connections to transit.
   4.5. Connect the customer to mobility options through technology.
5. **Economic Vitality:** Ensure the long-term economic competitiveness of the region by providing access to economic opportunity through a comprehensive and accessible transit system.
   5.1. Connect people with employment and education opportunities.
   5.2. Encourage transit use for tourism and recreation activities.
   5.3. Provide consistent and connected transit access for the workforce throughout the Corpus Christi MPO region.
6. **Stewardship:** Embrace a fiscally responsible multimodal approach to preserve natural, cultural, and human resources by reducing impacts for a sustainable and resilient transit network.
   6.1. Ensure transit is considered throughout the planning, programming, and project delivery process.
   6.2. Optimize available fiscal resources.
   6.3. Improve air quality.
   6.4. Support and enhance human resources.

FREIGHT VISION, GOALS, AND OBJECTIVES

The movements of goods are vital to every resident, business, and visitor in the region. The Corpus Christi MPO region is home to a vast multimodal freight system that plays a pivotal role in statewide, national, and global trade and commerce. These freight goals and objectives provide a blueprint for facilitating continued economic growth through a comprehensive, multimodal strategy for ensuring safe, efficient, resilient and sustainable movement of goods necessary to support the region. The Corpus Christi MPO freight vision, goals, and objectives correspond to those outlined in the Texas Delivers 2050 Plan.

FREIGHT VISION

"A leader in delivering first-in-class multimodal goods movement to support Texas' growing population, economy and quality of life through supporting safe, secure and resilient supply chains and connecting Texas and the Corpus Christi MPO region to the global trade market."

FREIGHT GOALS AND OBJECTIVES

1. **Safety:** Improve the safety, efficiency and performance of the Texas Multimodal Freight Network (TMFN).
   1.1. Reduce traffic fatalities.
   1.2. Reduce Crashes.
   1.3. Improve safety at rail crossings.
2. **Economic Competitiveness:** Improve the performance of the TMFN to enhance the contribution of transportation infrastructure to economic competitiveness, productivity and development throughout the state
   2.1. Support job growth and retention.
   2.2. Support manufacturing and research & development.
   2.3. Work with state and local partner agencies to connect residents to freight employment opportunities.
   2.4. Identify critical freight infrastructure for the near-term and long-term.
3. **Asset Preservation and Modernization:** Maintain, preserve and modernize assets on the TMFN to support multimodal movements of goods and people.
   3.1. Maintenance and improvement of bridges.
   3.2. Maintenance and improvement of pavement.
   3.3. Modernize freight infrastructure to ensure it operates efficiently and will meet the needs of future freight movements.
   3.4. Innovative technologies and operational strategies including intelligent transportation systems, which improve the safety and efficiency of freight movement.
4. **Mobility and Reliability:** Reduce congestion and improve system efficiency and performance on the TMFN.
   4.1. Reduce congestion and delay.
   4.2. Improve travel time reliability.
5. **Connectivity:** Improve urban and rural system connectivity between all freight modes and all industry sectors to regional, statewide, national, and international markets.
   5.1. Increase the number of intermodal connections and improve existing connections/hubs.
   5.2. Improve first- and last-mile connections between freight modes and freight generators.
   5.3. Maintain and improve access to critical regional, statewide, and national freight facilities.
6. **Resiliency and Security:** Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruptions including extreme weather and stormwater runoff and flooding.
   6.1. Maintain and improve multiple connections between freight hubs to ensure the system can operate efficiently.
   6.2. Strengthen and secure supply chains throughout the Corpus Christi MPO region and statewide.
7. **Equity:** Encourage equitable distribution of the positive and negative impacts of freight movement across all residents.
   7.1. Minimize, mitigate or eliminate adverse impacts (e.g., emissions and wildlife habitat loss) from transportation projects on historically disadvantaged communities.
   7.2. Work with historically disadvantaged communities to encourage and increase access to economic opportunities within the freight and logistics sectors.
8. **Stewardship:** Manage environmental and agency resources responsibly, and foster accountability and transparency in decision-making.
   8.1. Build strategic projects that add capacity to the system in the right locations at the right time.
   8.2. Be accountable to customers and taxpayers and incorporate their feedback into policies, programs and projects.
   8.3. Strategically advance innovative transportation projects and policies to position the region as a leader in energy, manufacturing and research

and development.
8.4. Partner with freight providers to support the opportunities for alternative fuels.
8.5. Communicate information and provide intelligent transportation systems (ITS) solutions that continue to improve safety and facilitate the movement of goods and people.

9. **Sustainable Funding:** Identify sustainable funding sources for all freight transportation modes.
9.1. For capacity adding projects, conduct rigorous analysis to ensure that projects that get built have a significant return on investment.
9.2. Document and prioritize funding needs for freight transportation in the near-term and long-term.
9.3. Educate the public and stakeholders about transportation funding issues and the need for more sustainable funding sources.
9.4. Partner with freight providers and operators to identify ways to jointly build and operate new infrastructure.
9.5. Describe how the State will invest and match its National Highway Freight Program funds.
9.6. Support policies that incentivize private sector investments.

RESILIENCY VISION, GOALS, AND OBJECTIVES

The Corpus Christi MPO region's multimodal transportation system connects residents to jobs, schools, homes, recreation and services, and transports economically critical freight across the state, nation, and world. The transportation system has faced a growing number of disruptors, from hurricanes to winter storms, threatening operations, public safety, and the economy. To address these vulnerabilities, the following goals and objectives, connected to performance measures, establish a framework for identifying projects and policies that advance resiliency and track changes to the transportation system's resilience. The Corpus Christi MPO's Resiliency vision, goals, and objectives align with the Texas Statewide Resilience Plan, adopted in September 2025.

RESILIENCY VISION

"Support and maintain a multimodal transportation system that can safely move people, goods, and services during adverse conditions, and can anticipate, prepare for, adapt to, withstand, respond to, and recover quickly from human and natural disasters and disruptions."

RESILIENCY GOALS AND OBJECTIVES

1. **Strengthen Strategic Planning and Design:** Enhance resilience through implementation of strategic measures, resilient designs, and proactive planning to ensure the sustained functionality and adaptability of vulnerable multimodal assets.
1.1. Reduce the vulnerabilities of critical transportation assets.
1.2. Develop and implement resilient design and construction standards.
1.3. Provide digital resources and mapping tools for regional transportation resilience planning.
1.4. Invest in green infrastructure and nature-based solutions.
2. **Ensure Operational Continuity:** Ensure the operational continuity of transportation systems by employing resilient recovery and adaptive responses to facilitate the seamless movement of people and goods in the event of a disruption.
2.1. Support post-disaster recovery planning.
2.2. Reduce response time and recovery cost.
2.3. Foster inter-agency partnerships for coordinated resilience planning, investment, and emergency response preparedness.
2.4. Invest in alternative routes, modes, and backup systems.
2.5. Improve supply chain resilience through investment in alternative modes of freight transit.
3. **Improve Organizational Adaptability:** Improve adaptability at the organizational level to ensure sustained performance through innovative solutions, continuous learning, and cross-functional collaboration.
3.1. Expand educational programs and community engagement on resilience initiatives.
3.2. Implement technology and mechanisms for ongoing monitoring and evaluation of resilience measures.
3.3. Establish resilience governance structures and policies that enable decision makers to respond effectively to extreme weather events.

ACTIVE TRANSPORTATION VISION, GOALS, AND OBJECTIVES

The Corpus Christi MPO Active Transportation Plan highlights the role that walking, biking, and using other mobility devices (or "rolling") will play in the statewide transportation strategy by identifying the needs, opportunities, and outlining strategies required to achieve the vision for active transportation. The Corpus Christi MPO's Active Transportation vision, goals, and objectives align with the Texas 2050 Statewide Active Transportation Plan.
Active transportation modes play an important role in responding to existing transportation needs and supporting future growth and travel demand. This importance is underscored when we consider the role of active transportation:

- Facilitates Mobility and Connectivity
- Increases Access to Opportunities
- Creates Active and Safe Communities

ACTIVE TRANSPORTATION VISION

"A safe, accessible, connected and fully integrated pedestrian and bicycle network that increases active mobility and supports health, economic vitality, and resilience within communities and across the Corpus Christi MPO region."

ACTIVE TRANSPORTATION GOALS AND OBJECTIVES

1. **Improve Safety, Comfort, and Accessibility:** Design for safety and comfort by providing low stress level facilities
1.1. Include active transportation in all phases of project development.
1.2. Emphasize safe crossings and intersections using proven safety counter measures such as Rectangular Rapid Flashing Beacons (RRFBs), pedestrian hybrid beacons (PHBs), and pedestrian refuges to reduce bike and pedestrian crashes.
1.3. Implement optimal design options in an urban environment to accommodate a diversity of active transportation facility and street types.
1.4. Improve bicyclist and pedestrian visibility, including enhanced lighting and raised crosswalks.
2. **Enhance Connectivity:** Connect community destinations through plans and project development activities and build more connective infrastructure.
2.1. Construct more continuous bike networks and connected systems of separated bike lanes.
2.2. Prioritize projects that include bicycle and pedestrian infrastructure.
2.3. Create context-appropriate active transportation options for rural areas to enhance active transportation.
2.4. Track the amount of constructed and maintained bicycle and pedestrian infrastructure.
2.5. Use the ADA Transition Plan to prioritize the construction of critical projects in the sidewalk network.
2.6. Review best practices, regulations, and public education efforts for the successful and safe integration of micromobility into the transportation system.
3. **Address Community Needs:** Provide mobility options for people who don't have vehicles access or rely on active transportation modes.
3.1. Prioritize active transportation investments for areas with higher concentrations of license-eligible non-drivers.
3.2. Include walking/biking accommodations in every roadway project.
3.3. Outreach to nonprofit organizations, users of all ages, and individuals with disabilities to identify community priorities.
3.4. Work with partners to increase awareness and support of active transportation.
3.5. Infill critical gaps in active transportation networks and eliminate barriers and travel obstacles.
3.6. Prioritize improvements that expand access to opportunities such as jobs, housing, and key services.
3.7. Provide amenities such as shade, benches, and water fountains to improve the user experience.
4. **Support Economic Vitality: Increase accessibility and connect the workforce.**
4.1. Measure the effects of newly implemented active transportation facilities on the tourism industry, real estate values, and business attraction, over time.
4.2. Partner with governmental entities and businesses to identify priority improvements.
5. **Promote Healthy Communities:** Make it easier for residents to live healthy and active lifestyles.
5.1. Partner with businesses on Travel Demand Management programs that support the creation of viable travel choices.
5.2. Conduct regular bike rodeos that encourage and teach students to live an active lifestyle.
5.3. Prioritize active transportation options that provide access to key community features (jobs, healthcare, education, and parks) and connect with existing and future transit service.

FEDERAL PERFORMANCE MEASURES

The following section describes the federal performance measures used to assess progress towards the stated goals above. Exhibit 3-3 details the data sources of the performance measures, frequency of collection, and the corresponding goals and objectives measured. The Existing Transportation System Conditions Chapter of the 2050 MTP further explores the performance measure targets and recent trends.

PM1 – SAFETY

Safety is the highest priority in the Corpus Christi MPO region. Moreover, crashes are the single largest cause of non-recurring congestion in the MPO. The adopted Safety goal calls for eliminating fatalities by 2050.

The Safety PM Final Rule establishes five performance measures, known as PM1, which are currently tracked as five-year rolling averages: Number of Fatalities, Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), Number of Serious Injuries, Rate of Serious Injuries per 100 million VMT, and Number of Non-Motorized Fatalities and Serious Injuries.

TxDOT Established Safety (PM1) Performance Measures and Targets

Performance Measure	2026 Statewide Targets
Number of Fatalities	4,506
Rate of Fatalities per 100 million VMT	1.44
Number of Serious Injuries	18,884
Rate of Serious Injuries per 100 million VMT	6.33
Number of Non-Motorized Fatalities and Serious Injuries	2,802

Source: Source: TxDOT Highway Safety Improvement Program 2025

TxDOT Pavement and Bridge Condition (PM2) Performance Measures and Targets

Performance Measure	Baseline (2021)	2-Year Condition/ Performance	2-Year Target (2023)	4-Year Target (2025)	4-Year Adjustment
Pavement Condition					
Percentage of Pavements of the Interstate System in Good Condition	64.5%	65.6%	63.9%	63.6%	--
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.1%	0.2%	0.2%	--
Percentage of Pavements of the Non-Interstate System in Good Condition	51.7%	51.3%	45.5%	46.0%	--
Percentage of Pavements of the Non-Interstate System in Poor Condition	1.3%	1.7%	1.5%	1.5%	2.5%
Bridge Condition					
Percentage of NHS Bridges Classified in Good Condition	49.2%	48.9%	48.5%	47.6%	--
Percentage of NHS Bridges Classified in Poor Condition	1.1%	*0.9%*	*1.5%*	1.5%	--

Source: Mid Performance Period (MPP) Progress Report, 12/17/2024

PM2 – PAVEMENT AND BRIDGE CONDITION

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. Federal rules require TxDOT and the Corpus Christi MPO to set bridge and pavement performance targets and monitor progress towards achieving those targets.

For the pavement measures, five pavement metrics are used to assess system conditions: International Roughness Index (IRI), Cracking Percent, Rutting, Faulting, and Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. A good condition assessment suggests that no major investment is needed, while poor condition suggests major reconstruction investment is needed.

PM3 – SYSTEM PERFORMANCE AND FREIGHT

In January 2017, USDOT published the System Performance/Freight Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). The rule, which is referred to as the PM3 rule, requires TxDOT and the Corpus Christi MPO to establish two-year and/or four-year performance targets for each PM3 measure. As shown in Exhibit 3-3, There are two measures of System Performance: Percent of the Person-Miles Traveled on the Interstate they are Reliable and the Percent of the Person-Miles Traveled on the Non-Interstate that are Reliable. For Freight performance, the Truck Travel Time Reliability (TTTR) Index is used.

TxDOT System Performance and Feight (PM3) Performance Measures and Targets

Performance Measure	Baseline (2021)	2-Year Condition/ Performance	2-Year Target (2023)	4-Year Target (2025)	4-Year Adjustment
System Performance					
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	80.1%	70.0%	70.0%	--
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	90.3%	86.1%	70.0%	70.0%	--
Freight					
Truck Travel Time Reliability (TTTR) Index	1.39	1.42	1.55	1.55	--

Source: Mid Performance Period (MPP) Progress Report, 12/17/2024

TRANSIT PERFORMANCE MEASURES

Exhibit 3-3 also details the transit performance measures utilized to track effectiveness of transit system performance. These performance measures are tied to the Corpus Christi Regional Transit Authority's (CCRTA) Transit Asset Management Plan (TAM), Public Transportation Agency Safety Plans (PTASP), and Safety Risk Reduction Program (SRRP).

TRANSIT ASSET MANAGEMENT PLAN

Transit Asset Management Plan Estimates		
Performance Measure	**Baseline (2022)**	**Target**
% of Revenue Vehicles (Bus/Trolleys) at or Beyond Useful Life Benchmark (ULB)	6.00%	<6%
% of Revenue Vehicles (Cutaways) at or Beyond Useful Life Benchmark (ULB)	0.00%	0%
% of Non-Revenue Service Vehicles (Equipment) at or Beyond Useful Life Benchmark	2.08%	<2.08%
% of CCRTA Facilities with Condition Rating Below 3.0 on FTA TERM Scale	7.69%	<7.69%

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities.

The rule became effective on October 1, 2018. The table below identifies performance measures outlined in the final rule for transit asset management. The Corpus Christi MPO accepted the TAM and the performance targets therein on April 6, 2023.

When determining performance targets and measures it is most important to first identify what factors are considered and what that data entails. CCRTA utilizes the following data when determining performance targets and measures: Useful Life, Asset Age, Vehicle Mileage/Age, Asset Condition, and Useful Life Benchmark (ULB).

Useful life is the expected lifetime of project property, or the acceptable period of use in service. Useful life of revenue rolling stock begins on the date the vehicle is placed in revenue services and continues until it is removed from service. CCRTA utilizes the Federal Transit Administration's (FTA) standards for determining useful life.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urban Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP rule became effective on July 19, 2019. The plan must include safety performance targets. Additional guidance on planning and target setting is found on FTA's Performance-Based Planning pages. Transit operators also must certify they have a safety plan in place, and the plan must be updated and certified by the transit agency annually.

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urban Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311).

The Corpus Christi MPO accepted the most recent PTASP and the safety targets therein on April 6, 2023. The CCRTA's and Corpus Christi MPO's safety performance targets for the safety risk reduction program are based on the safety measures outlined in the National Public Transportation Safety Plan, which FTA updated in April 2024. All rates are measured by actual vehicle revenue miles (VRM).

Agency Safety Plan General Safety Performance Targets (2026)			
Performance Measure	**Fixed-Route Bus**	**Demand Response**	**Vanpool**
Major Events Total	9.7	.7	0
Major Event Rate (per VRM)	.001933%	.000055%	0
Collision rate (per VRM)	.001933%	.000055%	0
Pedestrian Collision rate (per VRM)	.000133%	0	0
Vehicular Collision rate (per VRM)	.001800%	.000055%	0
Fatalities total	0	0	0
Fatality rate (per VRM)	0	0	0
Transit Worker Fatality rate (per VRM)	0	0	0
Injuries total	12	.3	0
Injury rate (per VRM)	.002400%	.000027%	0
Transit Worker Injury rate (per VRM)	.005933%	.000055%	0
Assaults on Transit Workers rate (per VRM)	0	0	0
Rate of Assaults on Transit Workers (per VRM)	0	0	0
System Reliability (VRM/failures)	23,947	26,250	833,980

Agency Safety Plan Safety Risk Reduction Program Targets (2026)			
Performance Measure	**Fixed-Route Bus**	**Demand Response**	**Vanpool**
Major Events Total	9.7	.7	0
Major Event Rate (per VRM)	.001933%	.000055%	0
Collisions total	9.67	.67	0
Collision rate (per VRM)	.001933%	.000055%	0
Injuries total	12	.3	0
Injury rate (per VRM)	.0024%	.000027%	0
Assaults on Transit Workers total	0	0	0
Assaults on Transit Workers rate (per VRM)	0	0	0

SUMMARY

The planning framework is crucial in guiding the development of the entire 2050 MTP. The components of this chapter state the Corpus Christi MPO regional vision, goals, and objectives, and identify the performance measures used to track progress towards these goals.

Exhibit 3-3. Table of 2050 MTP Federally Required Performance Measures

			2050 MTP Objectives Addressed				
Performance Measure	**Data Source**	**Frequency**	**Regional**	**Transit**	**Freight**	**Resiliency**	**Active Transportation**
PM1 – Safety							
Number of Fatalities	CRIS / FARS / SHSP	Annual	1.2	1.1, 1.2	1.1, 1.3, 8.5	1.1, 1.2, 2.2	1.1, 1.2, 1.4
Rate of Fatalities per 100 million VMT	CRIS / FARS / SHSP	Annual	1.1, 1.2	1.1	1.1, 1.3, 8.5	1.1, 1.2, 2.2	1.1, 1.2, 1.4
Number of Serious Injuries	CRIS / SHSP	Annual	1.2, 1.3	1.1, 1.2	1.2, 1.3, 8.5	1.1, 1.2, 2.2	1.1, 1.2, 1.4
Rate of Serious Injuries per 100 million VMT	CRIS / HPMS	Annual	1.1, 1.2	1.1	1.2, 1.3, 8.5	1.1, 1.2, 2.2	1.1, 1.2, 1.4
Number of Non-Motorized Fatalities and Serious Injuries	CRIS / FARS	Annual	1.2, 1.3	1.1, 1.2	1.1, 1.2, 1.3, 8.5	1.1, 1.2, 2.2	1.1, 1.2, 1.4
PM2 – Pavement and Bridge Condition							
Percentage of Pavements of the Interstate System in Good Condition	HPMS / PMIS / TxDOT	Every 2 years (4-yr period)	2.1, 2.2, 2.4	2.2	2.4, 3.2	1.1, 1.2, 1.4, 2.2	n/a
Percentage of Pavements of the Interstate System in Poor Condition	HPMS / PMIS / TxDOT	Every 2 years (4-yr period)	2.1, 2.2, 2.4	2.2	2.4, 3.2	1.1, 1.2, 1.4, 2.2	n/a
Percentage of Pavements of the Non-Interstate System in Good Condition	HPMS / PMIS / TxDOT	Every 2 years (4-yr period)	2.1, 2.2, 2.4	2.2	2.4, 3.2	1.1, 1.2, 1.4, 2.2	1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 3.2, 3.5
Percentage of Pavements of the Non-Interstate System in Poor Condition	HPMS / PMIS / TxDOT	Every 2 years (4-yr period)	2.1, 2.2, 2.4	2.2	2.4, 3.2	1.1, 1.2, 1.4, 2.2	1.3, 1.4, 2.1, 2.2, 2.3, 2.4, 3.2, 3.5
Percentage of NHS Bridges Classified in Good Condition	NBI / BRIM / TxDOT	Every 2 years (4-yr period)	2.1, 2.2, 2.4	2.2	2.4, 3.1	1.1, 1.2, 1.4, 2.2	n/a
Percentage of NHS Bridges Classified in Poor Condition	NBI / BRIM / TxDOT	Every 2 years (4-yr period)	2.1, 2.2, 2.4	2.2	2.4, 3.1	1.1, 1.2, 1.4, 2.2	n/a
PM3 – System Reliability and Freight							
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	NPMRDS / TxDOT	Every 2 years (4-yr period)	3.1, 3.2, 3.3	3.1, 3.2, 4.2, 4.4, 4.5	3.4, 4.1, 4.2	2.1, 2.2, 2.3, 2.4	n/a
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	NPMRDS / TxDOT	Every 2 years (4-yr period)	3.1, 3.2, 3.3	3.1, 3.2, 4.2, 4.4, 4.5	3.4, 4.1, 4.2	2.1, 2.2, 2.3, 2.4	n/a
Truck Travel Time Reliability (TTTR) Index	NPMRDS / TxDOT	Every 2 years (4-yr period)	3.1, 3.2, 3.3	n/a	3.4, 4.1, 4.2	2.1, 2.2, 2.3, 2.4	n/a
Transit Asset Management Plan (TAM)							
% of Revenue Vehicles (Fixed-Route Bus) at or Beyond Useful Life Benchmark (ULB)	CCRTA TAM	Annual	2.2, 2.4	2.2, 2.3, 3.1	n/a	1.1, 2.4, 3.3	n/a
% of Revenue Vehicles (Demand Response) at or Beyond Useful Life Benchmark (ULB)	CCRTA TAM	Annual	2.2, 2.4	2.2, 2.3, 3.1	n/a	1.1, 2.4, 3.3	n/a
% of Non-Revenue Service Vehicles (Equipment) at or Beyond Useful Life Benchmark	CCRTA TAM	Annual	2.2, 2.4	2.2, 2.3, 3.1	n/a	1.1, 2.4, 3.3	n/a
% of CCRTA Facilities with Condition Rating Below 3.0 on FTA TERM Scale	CCRTA TAM	Annual	2.2,2.4	2.2, 2.3, 3.1	n/a	1.1, 2.4, 3.3	n/a
Public Transportation Agency Safety Plan – Safety							
Number of Major Events – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.3, 1.4	n/a	2.1, 2.2, 2.3, 2.4	n/a
Major Event Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.3	n/a	2.1, 2.2, 2.3, 2.4	1.2
Collision Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2, 1.3	n/a	n/a	1.2, 1.4
Pedestrian Collision Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2, 1.3	n/a	n/a	1.1, 1.2, 1.4
Vehicular Collision Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2, 1.3	n/a	n/a	n/a
Number of Fatalities – Safety	CCRTA ASP / NTD	Annual	1.2	1.1, 1.2	n/a	n/a	n/a
Fatality Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2	n/a	n/a	n/a
Transit Worker Fatality Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.2, 1.3	n/a	n/a	n/a
Number of Injuries – Safety	CCRTA ASP / NTD	Annual	1.2, 1.3	1.1, 1.2	n/a	n/a	n/a
Injury Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2	n/a	n/a	n/a
Transit Worker Injury Rate (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.2, 1.3	n/a	n/a	n/a
Number of Assaults on Transit Workers (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.4, 1.5	1.2, 1.3	n/a	n/a	n/a
Rate of Assaults on Transit Workers (per VRM) – Safety	CCRTA ASP / NTD	Annual	1.4,1.5	1.2, 1.3	n/a	n/a	n/a
System Reliability (VRM/failures) – Safety	CCRTA ASP / NTD	Annual	2.3, 3.1,4.2	2.1, 2.2, 3.1, 4.2, 4.4, 4.5	n/a	2.1, 2.2, 2.3, 2.4	n/a
Public Transportation Agency Safety Plan – Safety Risk Reduction Program (SRRP)							
Number of Major Events — Safety Risk Reduction Program (SRRP)	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.3, 1.4	n/a	2.1, 2.2, 2.3, 2.4	n/a
Major Events Rate (per VRM) — SRRP	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.3	n/a	2.1, 2.2, 2.3, 2.4	1.2
Number of Collisions — SRRP	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2, 1.3	n/a	n/a	n/a
Collisions Rate (per VRM) — SRRP	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2, 1.3	n/a	n/a	1.2, 1.4
Number of Injuries — SRRP	CCRTA ASP / NTD	Annual	1.2, 1.3	1.1, 1.2	n/a	n/a	n/a
Injuries Rate (per VRM) — SRRP	CCRTA ASP / NTD	Annual	1.1,1.3,1.5	1.1, 1.2	n/a	n/a	n/a
Number of Assaults on Transit Workers — SRRP	CCRTA ASP / NTD	Annual	1.4, 1.5	1.2, 1.3	n/a	n/a	n/a
Assaults on Transit Workers Rate (per VRM) — SRRP	CCRTA ASP / NTD	Annual	1.4, 1.5	1.2, 1.3	n/a	n/a	n/a